

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 30

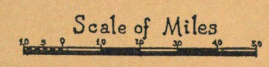
Effective Sunday,
October 4, 1959

At 12:01 A. M.
 Central Time East of North Platte
 Mountain Time West of North Platte

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO MAR. 1, 1959



WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sittings, etc. See Rule 6 (A), Page 24.	Time-Table No. 30 October 4, 1959					Distance from Council Bluffs
	71 Time Freight	73 Time Freight	75 Local Freight	237 Local Freight	233 Local Freight	
	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Monday Wed., Fri.	
DF OXWITYOPZ	11.30PM	5.00PM			6.30AM	0.0
DFXWITOPZ	11.45PM	5.15			6.40	2.8
XIP	12.01AM	5.45			7.00	5.2
ES94 XP	12.10	5.55			7.14	14.1
XP	12.20	6.00			7.20	17.1
CB73 XP					s 7.30	21.7
CB84 P					s 7.40	24.5
WS175 XYPWC ES165 ES90	A12.45AM	A 6.15PM			s 8.40	28.0
CB81 P					f 8.50	34.3
I						38.2
WS99 X ES172 PZ					s 9.15	39.3
I						40.0
IP						44.8
CB82 P					f 9.24	46.3
CB150 XP					s 9.38	54.4
CB82 P					s 10.10	61.4
WS130 X ES123 WP					s 11.24	68.7
CB118 P					f 11.52AM	76.9
I						83.8
WS145 XWTC ES125 YPE					s 12.30PM	84.5
CB119 P					s 12.50	92.2
CB119 XP					s 1.20	102.3
CB82 P					f 1.30	107.9
CB82 XP					s 2.00	118.6
I						124.3
WS113 X ES119 WYP			12.05PM		A 2.30PM	124.9
CB150 P			s 12.25			135.1
I						146.5
XWCZTYOP		A12.45PM		7.05AM		146.9
CB82 XYP				f 7.20		154.5
WS117 X ES48 P				s 7.40		162.3
CB82 XP				s 8.00		169.9
WS130 XW1 ES78 YP				s 8.30		176.0
CB150 P				f 9.15		180.2
WS122 XWC ES115 VEP				A10.00AM		189.1
CB83 P						198.3
CB150 XP						204.6
CB83 P						213.3
WS115 XWY ES119 ZP						224.4
CB83 P						232.5
CB150 ZXP						238.2
WS125 XWC ES123 YP						243.8
CB83 P						261.5
CB119 XP						270.6
CB83 P						278.5
DFXWCZTYOP						284.1

(1.15) (1.15) (0.40) (2.55) (8.00) Thru Time from Omaha
22.4 22.4 33.0 14.5 15.6 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sittings, etc. See Rule 6 (A), Page 24.	Time-Table No. 30 October 4, 1959						Distance from Council Bluffs
	111 Streamliner Passenger	27 Mail and Express	7 Passenger	5 Mail and Express	103 Streamliner Passenger	101 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
				9.25AM			0.0
	11.55PM	10.15PM	10.15AM	10.00	2.20AM	2.05AM	2.8
	12.01AM	10.22	10.22	10.07	2.25	2.10	5.2
	12.08	10.31	10.30	10.16	2.32	2.17	14.1
	12.11	10.35	10.34	10.19	2.35	2.20	17.1
	12.15	10.38	10.39	10.24	2.39	2.24	21.7
	12.18	10.41	10.43	10.27	2.42	2.27	24.5
	12.21	f 10.45	10.47	10.31	2.45	2.30	28.0
	12.26	10.51	10.53	10.36	2.49	2.34	34.3
							38.2
	12.32	s 11.00	s 11.05	s 10.48	2.53	2.38	39.3
							40.0
							44.8
	12.38	11.10	11.13	10.55	2.58	2.43	46.3
	12.44	f 11.17	11.20	11.02	3.04	2.49	54.4
	12.49	11.24	11.27	11.08	3.09	2.54	61.4
	12.54	f 11.33	f 11.34	11.14	3.14	2.59	68.7
	12.59	11.41	11.42	11.22	3.20	3.05	76.9
							83.8
	s 1.09	s 11.57PM	s 11.59AM	s 11.36	s 3.26	3.11	84.5
	1.16	12.07AM	12.09PM	11.46	3.32	3.17	92.2
	1.24	12.17	12.19	*11.55	3.39	3.24	102.3
	1.28	12.22	12.24	11.59AM	3.43	3.28	107.9
	1.32	12.27	12.29	12.05PM	3.47	3.32	118.6
							124.3
	1.42	s 12.39	f 12.43	12.16	3.57	3.42	124.9
	1.52	12.49	12.54	12.26	4.07	3.52	135.1
							146.5
	2.09	1.00	1.10	12.40	4.19	4.04	146.9
	2.10	1.15	1.20	12.50	4.20	4.05	154.5
	2.18	1.23	1.29	12.58	4.27	4.12	162.3
	2.23	f 1.29	1.36	1.05	4.33	4.18	169.9
	2.29	f 1.36	1.43	1.11	4.39	4.24	176.0
	2.34	f 1.41	1.49	1.16	4.43	4.28	180.2
	2.37	1.44	1.53	1.20	4.46	4.31	189.1
	s 2.45	s 1.53	s 2.02	s *1.28	4.54	4.39	198.3
	2.56	f 2.10	2.17	1.44	5.02	4.47	204.6
	3.01	f 2.16	2.23	1.50	5.07	4.52	213.3
	3.07	f 2.23	2.31	1.58	5.14	4.59	218.3
	3.16	s 2.40	f 2.42	2.08	5.22	5.07	224.4
	3.22	2.48	2.52	2.15	5.28	5.13	232.5
	3.26	s 2.58	f 2.59	2.20	5.32	5.17	238.2
	3.34	s 3.14	f 3.10	2.31	5.39	5.24	243.8
	3.44	f 3.27	3.26	2.43	5.50	5.35	261.5
	3.51	f 3.36	3.36	2.51	5.57	5.42	270.6
	3.57	3.44	3.44	2.58	6.02	5.47	278.5
	A 4.05AM	A 4.00AM	A 4.00PM	A 3.15PM	A 6.10AM	A 5.55AM	284.1

(4.10) (5.45) (5.45) (5.15) (3.50) (3.50) Thru Time from Omaha
67.5 48.9 48.9 53.6 73.3 73.3 Average speed per hour

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Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad.
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION EASTWARD

Time-Table No. 30
October 4, 1959

STATIONS

Mile Post	FIRST CLASS					
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger
0.0		A 6.30PM				
2.8	A 6.30AM	6.15	A 7.00PM	A 12.30AM	A 2.30AM	A 2.45AM
5.2	6.20	5.33	6.45	12.20	2.20	2.35
14.1	6.11	5.26	6.33	12.13	2.13	2.28
17.1	6.07	5.22	6.29	12.10	2.10	2.25
21.7	f 6.03	5.16	6.24	12.06	2.06	2.21
24.5	f 6.00	5.12	6.21	12.03AM	2.03	2.18
28.0	s 5.57	5.09	6.17	11.59PM	2.00	2.15
34.3	5.49	5.01	6.09	11.55	1.55	2.10
38.2						
39.3	s 5.40	s 4.55	s 6.01	11.51	1.51	2.06
40.0						
44.8						
46.3	f 5.25	4.37	5.45	11.43	1.43	1.58
54.4	f 5.17	4.30	5.37	11.37	1.37	1.52
61.4	f 5.09	4.23	5.29	11.32	1.32	1.47
68.7	s 5.02	4.17	f 5.22	11.26	1.26	1.41
76.9	f 4.53	4.09	5.13	11.20	1.20	1.35
83.8						
84.5	s 4.45	s 4.02	s 5.05	11.13	1.13	1.28
92.2	f 4.29	3.47	4.52	11.03	1.03	1.18
102.3	f 4.19	3.39	4.42	10.56	1.03	1.11
107.9	4.14	3.34	4.36	10.52	1.07	1.07
113.6	f 4.09	3.30	4.31	10.48	1.03	1.03
124.3						
124.9	s 3.59	3.21	f 4.21	10.39	12.39	12.54
135.1	3.47	3.11	4.12	10.30	12.30	12.45
146.8						
146.9	3.35	3.00	4.00	10.20	12.20	12.35
154.5	3.20	2.50	3.50	10.19	12.19	12.34
154.5	3.05	2.33	3.33	10.08	12.08	12.23
162.3	f 2.58	2.26	3.26	10.02	12.02AM	12.17
169.9	f 2.52	2.19	3.19	9.56	11.56PM	12.11
176.0	f 2.46	2.13	3.12	9.51	11.51	12.06
180.2	2.43	2.08	3.07	9.48	11.48	12.03AM
189.1	s 2.35	s 1.55	s 2.55	s 9.40	11.40	11.55PM
198.3	f 2.16	1.45	2.44	9.32	11.32	11.47
204.6	f 2.10	1.40	2.38	9.48	11.28	11.43
213.8	f 2.02	1.32	2.29	9.21	11.21	11.36
224.4	s 1.50	1.22	s 2.17	9.13	11.13	11.28
232.5	1.39	1.15	2.07	9.07	11.07	11.22
238.2	s 1.33	1.10	f 2.00	9.02	11.02	11.17
248.8	s 1.18	1.01	f 1.45	8.53	10.53	11.08
261.5	f 1.02	12.49	1.30	8.44	10.44	10.59
270.6	f 12.54	12.41	1.21	8.37	10.37	10.52
278.5	12.47	12.34	1.13	8.31	10.31	10.46
284.1	12.40AM	12.25PM	1.05PM	8.25PM	10.25PM	10.40PM

Thru Time to Omaha (5.50) (5.20) (5.55) (4.05) (4.05) (4.05)
Average speed per hour 48.2 52.7 47.5 68.8 68.8 68.8

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No. 6 reduce speed to 60 miles per hour passing mail crane at Cozad.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION EASTWARD

Time-Table No. 30
October 4, 1959

STATIONS

Mile Post	SECOND CLASS					Car Capacity of Seating, etc. See Rule 6 (A), Page 24.
	74 Time Freight	234 Local Freight	72 Time Freight	76 Local Freight	238 Local Freight	
0.0	A 6.50AM	A 3.15PM	A 10.15PM			DF WXCITYOPZ
2.8	6.35	2.55	10.00			DFXWITOPZ
5.2	6.05	2.35	9.35			XIP
14.1	5.55	2.15	9.25			ES94 XP
17.1	5.50	f 2.05	9.20			XP
21.7		s 1.55				CB73 XP
24.5		s 1.30				CB84 P
28.0	5.35AM	s 1.00	9.05PM			WS175 XYPWO ES165 ES90
34.3		f 12.01PM				CB81 P
38.2						I
39.3		s 11.50AM				WS99 X ES172 PZ
40.0						I
44.8						IP
46.3		f 10.50				CB82 P
54.4		s 10.20				CB150 XP
61.4		s 9.50				CB82 P
68.7		s 9.20				WS130 X ES123 WF
76.9		f 8.20				CB118 P
83.8						
84.5		s 8.00				WS143 XWTC ES125 YPZ
92.2		s 7.20				CB119 P
102.3		s 6.40				CB119 XP
107.9		f 6.00				CB82 P
113.6		s 5.39				CB82 XP
124.3						
124.9		5.00AM	A 6.55AM			WS113 X ES119 WYF
135.1			s 6.40			CB150 P
146.8						I
146.9			6.20AM	A 2.00PM		XWCTYOP
154.5				f 1.15		CB82 XYP
162.3				s 12.45		WS117 X ES48 P
169.9				s 12.15PM		CB82 XP
176.0				s 11.45AM		WS130 XWY ES70 YF
180.2				f 11.20		CB150 P
189.1				11.00AM		WS182 XWO ES115 YZ
198.3						CB83 P
204.6						CB130 XP
213.8						CB82 P
224.4						WS115 XWY ES119 ZP
232.5						P CB83
238.2						CB150 ZXP
248.8						WS185 XWO ES123 YF
261.5						CB83 P
270.6						CB119 XP
278.5						CB83 P
284.1	Daily	Tue. Thu. Sat.	Daily	Mon. Wed. Fri.	Dly. ex. Sun.	DFXWCTYOP

Thru Time (1.15) (10.15) (1.10) (0.35) (3.00)
Average speed per hour 22.4 12.2 24.0 37.7 14.1

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For stations not shown on schedule pages—See page 24.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Seating Cars See Rule 6 (A) Page 24.	STATIONS					Distance from Council Bluffs
	353 Mixed Daily	245 Local Freight Daily Except Sunday	241 Local Freight Daily Except Sunday	97 Local Freight Daily	93 Mixed Daily	
DF XWCZTYOP			7.00AM	6.35AM	5.30AM	284.1
OS 84 P			7.10	6.45	5.40	289.2
WS 72 XP						290.5
OS 119 XYP			s 7.25	s 7.01	f 5.50	296.9
40			f 7.35	A 7.10AM	A 5.55AM	300.7
OS 121 P						301.8
OS 121 P			f 7.45			303.4
5 P			s 8.20			315.5
OS 88 P			f 8.32			321.7
WS 122 WS 120 WS 128 XWCP			f 8.45			327.7
CS 125 P			s 9.45			334.8
10			s 10.10			343.9
CS 122 P						349.1
OS 89 P			s 10.35			353.9
WS 125 WS 121 XWCP			f 10.45			359.3
OS 90 P			11.45			365.3
CS 123 WP			f 11.55AM			370.6
WS 111 WS 74 XP			s 12.25PM			380.3
CS 125 P			s 12.50			389.7
WXCOYP			f 1.02			396.3
OS 94 YP			1.15			401.0
WS 121 XWP WS 70			8.30AM	A 1.30PM		407.5
8 PX			f 8.45			415.5
OS 125 P			f 9.15			426.4
27 PX			s 9.35			430.8
OS 133 XWP						435.4
12			s 10.15			439.9
OS 125 P			s 10.45			444.5
OS 125 XWCP			A 11.30AM			451.1
10						456.6
OS 94 XWYP			3.10PM			466.7
WS 62 XP			f 3.20			472.0
OS 96 WP						477.5
WS 62 XP			f 3.40			483.2
WS 117 WS 125			f 3.50			489.7
DF XWCZTYOP			A 4.10PM			495.9
						501.2
						509.5

Time-Table No. 30
October 4, 1959

STATIONS

DN-R NORTH PLATTE NY	Y L NO
5.1	5.1
WEST NORTH PLATTE	Y L WN
BIRDWOOD	6.4
D HERSHEY OF	3.8
O'FALLONS	1.1
VARNER	1.6
D SUTHERLAND SU	12.1
D PAXTON PN	6.2
KORTY	6.0
ROSCOE	7.1
DN OGALLALA GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG JB	5.3
WEIR	9.7
D OHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
D POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.6
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.3
ARCHER	8.3
DN-R CHEYENNE YL OY	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

(1.00) 32.0 (3.00) 19.8 (6.30) 19.0 (0.35) 28.5 (0.25) 39.8 Thru Time
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

Rules 251 to 254 Inclusive apply on Second Subdivision.

For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

STATIONS	7 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily	101 Streamliner Passenger Daily	27 Mail and Express Daily	111 Streamliner Passenger Daily	Distance from Council Bluffs
		3.15PM	2.30PM	5.15AM	5.00AM	3.30AM		3.10AM	284.1
	3.23	2.38	5.22	5.07	3.38	3.17	289.2
	3.30	2.45	5.27	5.12	3.45	3.22	290.5
	3.33	2.48	5.30	5.15	3.48	3.25	296.9
							300.7
							301.8
	3.36	2.51	5.32	5.17	f 3.51	3.27	303.4
	3.48	3.05	5.41	5.26	f 4.03	3.36	315.5
	3.54	3.11	5.46	5.31	4.09	3.41	321.7
	4.00	3.17	5.51	5.36	4.15	3.46	327.7
	s 4.10	3.25	5.57	5.42	s 4.25	3.53	334.8
	4.20	3.35	6.04	5.49	f 4.35	4.00	343.9
							349.1
	4.30	3.45	6.12	5.57	f 4.45	4.08	353.9
	4.35	3.50	6.16	6.01	4.50	4.12	359.3
	f 4.43	3.56	6.21	6.05	s 5.01	Af 4.20AM	365.3
	4.49	4.02	6.25	6.09	5.07		370.6
	4.58	4.12	6.33	6.18	f 5.16		380.3
	5.07	4.22	6.40	6.25	f 5.25		389.7
	5.14	4.29	6.45	6.30	5.32		396.3
	5.19	4.35	6.49	6.34	5.37		401.0
	5.30	4.45	6.58	6.43	5.45		407.5
	5.40	4.55	6.59	6.44	5.55		415.5
	5.50	5.05	7.08	6.53	6.05		426.4
	6.02	5.16	7.18	7.03	f 6.15		430.8
							435.4
	6.11	5.25	7.26	7.11	f 6.25		439.9
							444.5
	s 6.23	5.35	7.34	7.19	s 6.40		451.1
							456.6
	6.35	5.48	7.44	7.29	f 6.52		466.7
	6.45	5.58	7.54	7.39	f 7.03		472.0
							477.5
	6.57	6.10	8.05	7.50	f 7.15		483.2
	7.04	6.16	8.11	7.56	f 7.21		489.7
	7.11	6.23	8.17	8.02	7.28		495.9
	7.18	6.30	8.23	8.08	7.35		501.2
	7.25	6.36	8.29	8.14	7.41		509.5
	A 7.45PM	A 6.55PM	A 8.45AM	A 8.30AM	A 8.00AM		

Time-Table No. 30
October 4, 1959

STATIONS

DN-R NORTH PLATTE NY	Y L NO
5.1	5.1
WEST NORTH PLATTE	Y L WN
BIRDWOOD	6.4
D HERSHEY OF	3.8
O'FALLONS	1.1
VARNER	1.6
D SUTHERLAND SU	12.1
D PAXTON PN	6.2
KORTY	6.0
ROSCOE	7.1
DN OGALLALA GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG JB	5.3
WEIR	9.7
D OHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
D POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.6
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.3
ARCHER	8.3
DN-R CHEYENNE YL OY	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

(4.30) 50.0 (4.25) 51.0 (3.30) 64.4 (3.30) 64.4 (4.30) 50.0 (1.10) 69.6 Thru Time
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Rules 251 to 254 Inclusive apply on Second Subdivision.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 30

October 4, 1959

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS									
		6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	28 Mail and Express				
DN-R NORTH PLATTE NY 5.1	284.1	A 11.15AM	A 11.55AM	A 7.20PM	A 9.20PM	A 9.35PM	A 11.10PM				
WEST NORTH PLATTE 1.3	289.2	11.02	11.40	7.10	9.08	9.23	10.52				
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	10.56	11.32	7.04	9.02	9.17	10.44				
O'FALLONS 1.1	300.7	10.53	11.28	7.01	8.59	9.14	10.40				
VARNER 1.6	301.8										
D SUTHERLAND SU 12.1	303.4	10.51	f 11.25	6.59	8.57	9.12	f 10.37				
D PAXTON PN 6.2	315.5	10.40	f 11.14	6.50	8.48	9.03	f 10.24				
KORTY 6.0	321.7	10.35	11.08	6.46	8.43	8.58	10.17				
ROSCOE 7.1	327.7	10.29	11.02	6.42	8.38	8.53	f 10.10				
DN OGALLALA GT 9.1	334.8	10.22	s 10.55	6.37	8.32	8.47	s 10.02				
D BRULE RU 5.2	343.9	10.13	f 10.45	6.29	8.25	8.40	f 9.50				
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.05	f 10.36	6.22	8.18	8.33	f 9.40				
BARTON 6.9	359.8	10.00	10.30	6.18	8.13	8.28	9.34				
DN JULESBURG JB 5.3	365.8	9.54	f 10.25	s 6.13PM	8.08	8.23	s 9.28				
WEIR 9.7	370.6	9.48	10.17		8.03	8.18	9.20				
D CHAPPELL OQ 9.4	380.8	9.40	f 10.11		7.56	8.11	f 9.10				
D LODGE POLE GP 6.6	389.7	9.31	f 10.02		7.49	8.04	f 9.01				
D SUNOL UN 4.7	396.8	9.26	9.56		7.44	7.59	f 8.53				
COLTON 6.5	401.0	9.22	9.52		7.40	7.55	8.48				
DN-R SIDNEY YL OD 8.0	407.5	9.15 9.05	9.45 9.35		7.33 7.32	7.48 7.47	8.40 8.30				
BROWNSON 10.9	415.5	8.51	9.22		7.23	7.38	8.17				
D POTTER PR 4.4	426.4	8.41	9.12		7.14	7.29	f 8.07				
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	8.33	9.03		7.07	7.22	f 7.57				
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.25	s 8.53		7.00	7.15	s 7.47				
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.14	8.40		6.51	7.06	s 7.34				
DN PINE BLUFFS UF 5.3	466.7	8.05	8.30		6.43	6.58	s 7.22				
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	7.55	8.20		6.33	6.48	f 7.09				
D BURNS UX 6.5	483.2	7.50	8.15		6.29	6.44	7.02				
HILLSDALE 6.2	489.7	7.45	8.10		6.24	6.39	6.55				
DURHAM 5.3	495.9	7.40	8.05		6.19	6.34	6.48				
ARCHER 8.3	501.2	7.35	8.00		6.14	6.29	6.41				
DN-R CHEYENNE YL OY (225.4)	509.5	7.25AM	7.50AM		6.05PM	6.20PM	6.30PM				

Thru Time..... (3.50)
Average speed per hour..... 58.8

(4.05) 55.2
(1.07) 72.7
(3.15) 69.4
(3.15) 69.4
(4.40) 46.5

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Rules 251 to 254 inclusive apply on Second Subdivision.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 30

October 4, 1959

SECOND CLASS

STATIONS	Mile Post	SECOND CLASS									Car Capacity of Seating, etc. See Rule 6 (A), page 24.
		242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed					
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.15PM	A 6.30PM					DF XWCZTYOP
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.16					P
BIRDWOOD 6.4	290.5										CS 84 P
D HERSHEY OF 3.8	296.9	s 12.35			f 3.46	f 6.06					WS 72 XP
O'FALLONS 1.1	300.7	f 12.25			3.40PM	6.01PM					CS 119 XYP
VARNER 1.6	301.8										40
D SUTHERLAND SU 12.1	303.4	s 12.15PM									CS 121 P
D PAXTON PN 6.2	315.5	s 11.34									CS 121 P
KORTY 6.0	321.7	f 11.15									5 P
ROSCOE 7.1	327.7	f 11.00									CS 83 P
DN OGALLALA GT 9.1	334.8	s 10.45									WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 9.50									CS 125 P
MEGEATH 4.8	349.1										10
D BIG SPRINGS GS 5.4	353.9	s 9.25									CS 132 P
BARTON 6.9	359.8	f 8.55									CS 83 P
DN JULESBURG JB 5.3	365.8	s 8.45									XWCZYF WS125 ES121
WEIR 9.7	370.6	f 7.55									CS 96 P
D CHAPPELL OQ 9.4	380.8	s 7.45									CS 123 WP
D LODGE POLE GP 6.6	389.7	s 7.30									WS 111 ES 74 XP
D SUNOL UN 4.7	396.8	f 7.20									XP
COLTON 6.5	401.0	f 7.10									CS 125 P
DN-R SIDNEY YL OD 8.0	407.5	7.00AM			A 3.30PM						WXCOYP
BROWNSON 10.9	415.5				f 2.50						CS 94 YP WS 121 XWP ES 70
D POTTER PR 4.4	426.4				s 2.25						8 PX
JACINTO 4.6	430.8										CS 125 P
D DIX DX 4.5	435.4				s 1.55						27 PX
OWASCO 4.6	439.9										CS 133 XWP
DN KIMBALL KB 6.6	444.5				s 1.30						12
OLIVER 5.5	451.1										CS 125 P
D BUSHNELL BN 10.1	456.6				s 12.50						CS125 XWCYP
DN PINE BLUFFS UF 5.3	466.7				12.30PM						10
TRACY 5.5	472.0										CS 94 XWYP
D EGBERT GX 5.7	477.5				A 8.50AM						WS 62 XP
D BURNS UX 6.5	483.2				s 8.40						CS 96 WP
HILLSDALE 6.2	489.7				s 8.31						WS 62 XP
DURHAM 5.3	495.9				f 8.23						WS 117 XP ES 125
ARCHER 8.3	501.2				f 8.15						DF XWCZTYOP
DN-R CHEYENNE YL OY (225.4)	509.5				8.05AM						

Thru Time..... (6.00)
Average speed per hour..... 20.6

(0.45) 43.7
(3.00) 19.8
(0.35) 27.9
(0.29) 34.3

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

Rules 251 to 254 inclusive apply on Second Subdivision.

For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD				THIRD SUBDIVISION				EASTWARD					
FIRST CLASS				Time-Table No. 30				FIRST CLASS					
111		33		October 4, 1959				34		112			
Streamliner Passenger		C. B. & Q. Passenger		STATIONS				C. B. & Q. Passenger		Streamliner Passenger			
Daily		Daily											
80	WYIP	f	4.20AM	0.0	DN	JULESBURG	YL JB	0.0		As	6.12PM		
75	ZP		4.26	7.1	D	7.1	VID	VI	7.1		6.04		
73	WP		4.32	14.6	D	7.5	SEGDWICK	ZD	14.6		5.58		
20				19.0		4.4	DORSEY		19.0				
95	P		4.39	23.1		4.1	RED LION		23.1		5.51		
29	P			25.8		2.7	MARCOTT		25.8				
95	WP		4.45	30.1	D	4.3	CROOK	OK	30.1		5.46		
22				34.2		4.1	TOBIN		34.2				
72	P		4.52	38.8		4.6	PROCTOR		38.8		5.39		
12	P			41.1		2.3	POWELL		41.1				
22				42.2		1.1	GRIFF		42.2				
94	P		4.57	45.6	D	3.4	ILIFF	F	45.6		5.34		
16				50.1		4.5	FORD		50.1				
77	P		5.03	53.5		3.4	HAYFORD		53.5		5.28		
	AIP			57.2		3.7	C. B. & Q. CROSSING		57.2				
169	IWTZP		5.07 5.09	57.5	DN-R	0.3	STERLING	YL ST	57.5	A2.20AM	5.24 5.22		
14				61.7		4.2	HALL		61.7				
72	P		5.15	64.1	D	2.4	ATWOOD	OD	64.1	f	2.09	5.16	
28				66.8		2.7	BETLAND		66.8				
74	P		5.20	70.2		3.4	MERINO		70.2	f	2.02	5.11	
10				72.1		1.9	BETA		72.1				
143	P		5.25	76.0		3.9	MESSEX		76.0	1.56	5.06		
41	P			78.4		2.4	BALZAO		78.4				
52	P		5.29	81.0	DN	2.6	UNION	UN	81.0	f	1.50AM	5.01	
24				82.8		1.8	COOPER		82.8				
94	WP		5.34	87.0		4.2	SNYDER		87.0		4.56		
58	P		5.39	93.8		6.8	DODD		93.8		4.51		
21				96.9		3.1	HURLEY		96.9				
100	WP		5.44	98.6	DN	1.7	FT. MORGAN	FX	98.6		4.46		
35	F		5.50	106.0		7.0	NARROWS		106.0		4.40		
79	P		5.53	109.0	D	3.0	WELDONA	DN	109.0		4.37		
22	P		5.57	114.2		5.2	GOODRICH		114.2		4.33		
73	P		6.00	117.7		3.7	ORCHARD		117.7		4.30		
14	P			121.4		3.7	SUBLETTE		121.4				
58	P		6.06	124.8		3.4	MASTERS		124.8		4.24		
50	P		6.10	130.2		5.4	CANTON		130.2		4.20		
191	WP		6.14	135.4		5.2	HARDIN		135.4		4.16		
16	P			139.1		3.7	KUNER		139.1				
73	P		6.20	143.1	D	4.0	KERSEY	KE	143.1		4.10		
27				147.2		4.1	AUBURN		147.2				
56	WTYP		A 6.27AM	151.1	DN-R	3.9	LASALLE	YL DY	151.1		4.03PM		

(2.07) (0.35) Thru Time (0.30) (2.09)
 71.3 40.3 Average speed per hour 47.0 70.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD								
SECOND CLASS				Time-Table No. 30				SECOND CLASS								
73		75		71		October 4, 1959				74		76		72		
Freight		Local Freight		Freight		STATIONS				Freight		Local Freight		Freight		
Daily		Tuesday Thursday Saturday		Daily												
WCYP		6.30PM	6.30AM	1.55AM	0.0	DN-R	VALLEY	YL	V	0.0	A	5.20AM	A	1.15PM	A	8.50PM
AI					5.8		5.8	C. B. & Q. CROSSING		5.8						
28	P	6.45	s 6.45	2.10	6.3		5.3	YUTAN	YN	6.3		5.10	s	1.00	8.40	
106	YP	6.55	s 7.00	2.20	11.6	D	5.3	MEAD	AD	11.6		5.00	s	12.50	8.30	
64	P	7.07	s 7.15	2.40	18.9	D	7.3	WAHOO	W	18.9		4.45	s	12.30	8.15	
					19.6		0.7	C. & N. W. and C. B. & Q. CROSSINGS		19.6						
78	P	7.22	s 7.30	2.55	26.3	D	6.7	WESTON	WN	26.3		4.35	s	12.15	8.05	
20	P	7.34	f 7.40	3.05	33.2		6.9	TOUHY		33.2		4.23	f	12.01PM	7.53	
96	WYP	7.45	A 7.50AM	3.18	37.8	DN	4.1	VALPARAISO	YL VO	37.8		4.15		11.50AM	7.45	73
28					41.8		4.5	AGNEW		41.8						
33	P	7.58		3.34	46.5	D	4.7	RAYMOND	RM	46.5		3.59			7.28	
101	P	8.08		3.48	52.7		6.2	GARBATT		52.7		3.48	71		7.18	
4					55.3		2.6	WEST LINCOLN		55.3						
I					56.5		1.2	C. B. & Q. CROSSING		56.5						
24	TZP	8.18		4.25	57.1	DN	0.6	LINCOLN	YL SN	57.1		3.40			7.10	
I					57.4		0.8	C. B. & Q. CROSSING		57.4						
I					59.0		1.6	C. B. & Q. CROSSING		59.0						
130	P	8.31		4.48	65.4		6.4	JAMAIOA		65.4		3.20			6.50	
					68.2		2.8	HANLON		68.2						
21	P	8.46		5.03	74.7		6.5	PRINCETON		74.7		3.05			6.35	
73	P	8.53		5.13	79.5	D	4.8	OORTLAND	RD	79.5		2.55			6.25	
84	P	9.08		5.28	88.9	D	9.4	PICKRELL	IK	88.9		2.43			6.13	
WTZP		A 9.25PM		A 5.45AM	96.8	DN-R	7.9	BEATRICE	YL BX	96.8		2.30AM	Monday Wednesday Friday		6.00PM	

(2.55) (1.20) (3.50) Thru Time (2.50) (1.25) (2.50)
 33.2 28.0 25.2 Average speed per hour 34.2 26.3 34.2

Westward trains are superior to trains of the same class in the opposite direction.—See rule 72.
 At Lincoln, trains using C. B. & Q. passenger station are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD								
				Time-Table No. 30												
				October 4, 1959												
				STATIONS												
XIP					5.2	DN	SUMMIT	YL	SU	5.2						
XWP					6.4		1.2	SOUTH OMAHA	YL	6.4						
XIP					11.9		5.5	GILMORE	YL	11.9						
73	P				16.8	D	4.9	PAPILLION	PO	16.8						
AIP					19.2		2.4	MO. PAC. CROSSING		19.2						
P					22.5	D	3.3	MILLARD	YL MD	22.5						
XP					26.1		3.6	LANE	YL	26.1						

..... Thru Time
 Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	75			Distance from Valparaiso	STATIONS	Mile Post	76				
	Local Freight	Tuesday Thursday Saturday					Local Freight				
WYP			8.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A11.35AM				
16			f 8.20	7.4	7.4 LOMA	7.4	f 11.06				
28			s 8.40	13.5	D BRAINARD BD	13.5	s 10.50				
				15.0	1.5 O. & N. W. CROSSING	15.0					
32	W		s 9.10	23.2	D DAVID CITY DV	23.2	s 10.25				
				23.5	0.3 O. B. & Q. CROSSING	23.5					
31			s 9.45	33.3	D RISING CITY RN	33.3	s 9.40				
36			s 10.05	40.1	D SHELBY SH	40.1	s 9.20				
7			s 10.25	47.5	D OSCEOLA OZ	47.5	s 8.55				
9	W		s 10.50	52.9	D STROMSBURG S	52.9	s 8.25				
				56.8	3.9 DURANT	56.8					
35			s 11.15	63.0	D POLK PK	63.0	s 7.50				
21			s 11.30	68.3	5.5 HORDVILLE	68.3	s 7.30				
22			s 11.45	73.8	5.3 HEBER	73.8	f 7.10				
				75.3	1.5 O. B. & Q. CROSSING	75.3					
WYP			A11.55AM	75.9	0.6 DN-R CENTRAL CITY YL OI	75.9	7.05AM				
					(75.9)		Monday Wednesday Friday				

(3.55) Thru Time (4.30)
19.4 Average speed per hour 16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79			Distance from Genoa	STATIONS	Mile Post	80				
	Mixed	Monday Wednesday Friday					Mixed				
40	WY		8.52AM	0.0	D-R GENOA YL G	0.0	A 1.05PM				
20				9.3	9.3 MEROHLSTON	9.3					
38			s 9.28	13.7	D FULLERTON FU	13.7	s 12.37				
21			s 9.53	23.1	9.4 BELGRADE	23.1	s 12.13PM				
26	W		s 10.13	30.3	D CEDAR RAPIDS OD	30.3	s 11.55AM				
36			s 10.34	36.6	7.2 PRIMROSE P	36.6	f 11.39				
38	WY		A11.00AM	44.8	D-R SPALDING YL SG	44.8	11.20AM				
					(44.8)		Monday Wednesday Friday				

(2.08) Thru Time (1.45)
20.8 Average speed per hour 25.3

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD				NORFOLK BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	81			Distance from Columbus	STATIONS	Mile Post	82				
	Mixed	Monday Wednesday Friday	Daily Except Sunday				Mixed	Mixed	Mixed		
WCTYPZ			8.00AM	0.0	DN-R COLUMBUS YL C	0.0	A12.01PM	A 1.55PM	A 2.05PM		
20			8.10	4.2	4.2 SHELDONVILLE	4.2	f 11.50AM	1.43	1.50		
8	YP		A 8.22AM	9.4	5.2 OCONEE YL	9.4	f 11.40	1.30PM	1.42PM		
20				14.7	5.3 PLATTE CENTER PO	14.7	s 11.25				
36				20.3	5.6 TARNOV	20.3					
				25.1	4.8 O. & N. W. CROSSING	25.1					
56	W			25.7	0.6 HUMPHREY HX	25.7	s 11.05				
32	W			35.4	9.7 MADISON MA	35.4	s 10.50				
81				40.9	5.5 KNOLA	40.9					
				48.7	7.8 O. & N. W. CROSSING	48.7					
				50.2	1.5 O. & N. W. CROSSING	50.2					
WZTP				50.4	0.2 D-E NORFOLK YL KN	50.4	10.00AM				
					(50.4)		Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday		

(0.22) Thru Time (2.01)
25.6 25.6 25.2 Average speed per hour 25.0 22.6 24.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	81			Distance from Oconee	STATIONS	Mile Post	82				
	Mixed	Monday Wednesday Friday	Daily Except Sunday				Mixed	Mixed	Mixed		
20	YP		8.22AM	0.0	R OCONEE YL	0.0	A 1.30PM	A 1.42PM			
5				2.0	2.0 MILL SPUR	2.0					
			s 8.33	4.3	2.3 MONROE MN	4.3	s 1.20	s 1.30			
40	WYP		s 8.49	11.8	7.0 D-R GENOA YL G	11.8	1.05PM	s 1.09			
56			s 9.55	22.3	11.0 D ST. EDWARD ST	22.3		s 12.35			
28	WYP		A10.45AM	33.7	11.4 D-R ALBION YL A	33.7		12.10PM			
					(33.7)		Monday Wednesday Friday	Tuesday Thursday Saturday			

(2.23) Thru Time (0.25)
14.2 25.1 Average speed per hour 27.1 22.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 30				SECOND CLASS					
				October 4, 1959									
				STATIONS									
WTYPCZ				10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM		
I						0.4		O. B. & Q. CROSSING	0.4				
11						2.5		OAREY	2.5				
19				s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42		
39	WYP			s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20		
19				s 11.40AM		30.2	D	DANNEBROG DB	30.2		s 3.50		
11	W			s 12.05PM		40.5	D	BOELUS HW	40.5		s 3.20		
31				f 12.25		47.7		ROCKVILLE	47.7		f 2.55		
33	WY			A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9		2.30PM		
27					s 10.20	30.7	D	ELBA EB	30.7	s 3.55			
25					s 10.35	36.8		COTESFIELD	36.8	s 3.41			
					10.50	44.5		SCOTIA JUNCTION	44.5	3.23			
20					s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14			
					11.15	44.5		SCOTIA JUNCTION	44.5	3.07			
31	W				s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57			
3						58.5		SAUNDERS	58.5				
						60.7		O. B. & Q. CROSSING	60.7				
34	WY				A 12.10PM	61.0	D-R	ORD YL RD	61.0		2.30PM		
								(61.0)					
				(3.00)	(3.10)			..... Thru Time.....	(2.45)	(2.45)			
				20.3	19.3			..... Average speed per hour.....	22.2	22.1			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 30				SECOND CLASS					
				October 4, 1959									
				STATIONS									
WYPCZ						0.0	DN-R	HASTINGS YL AN	0.0				
130	P					12.7		HAYLAND	12.7				
35	P					20.2		DENMAN	20.2				
180	WYP					28.1	DN-R	GIBBON GE	28.1				
								(28.1)					
								..... Thru Time.....					
								..... Average speed per hour.....					

At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 30				SECOND CLASS					
				October 4, 1959									
				STATIONS									
PWYCZ						9.00AM	0.0	DN-R	KEARNEY YL KE	0.0	A 9.20PM	A 11.50AM	
12						f 9.12	5.5		5.5		f 8.34	f 11.19	
19						s 9.24	10.1		4.6		s 8.22	s 11.07	
27						s 9.41	16.8	D	AMHERST HR	16.8	s 8.00	s 10.50	
33	W					s 10.06	26.3		6.7		s 7.35	s 10.26	
38						s 10.20	32.5	D	SUMNER SU	32.5	s 7.15	s 10.10	
28						s 10.40	40.4	D	EDDYVILLE VD	40.4	s 6.57	s 9.50	
40						s 11.13AM	52.1	D	OCONTO BS	52.1	s 6.28	s 9.30	
27	WY					s 12.30PM	65.5	D	CALLAWAY OA	65.5	s 5.45	s 8.55	
38	W					s 1.30	83.1	D	ARNOLD AD	83.1	s 4.45	s 8.15	
10						f 2.10	94.6		11.5		f 4.18	f 7.48	
15						f 2.30	99.2		4.6		f 4.08	f 7.38	
22	WY					A 2.55PM	102.4	D-R	STAPLETON YL SN	102.4	4.00PM	7.30AM	
									(102.4)		Wednesday Friday	Sunday	
						(5.55)		..... Thru Time.....	(5.20)	(4.20)			
						17.3		..... Average speed per hour.....	19.2	23.6			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.		97 Local Freight Daily	93 Mixed Daily	Distances from O'Fallon.	STATIONS	Mile Post	98 Local Freight	94 Mixed			
	YP		7.15AM	6.00AM	0.0	R O'FALLONS YL	0.0	A 3.35PM	A 6.01PM		
	15	f 7.20	f 6.05	2.8	2.8	COKER	2.8	f 3.20	f 5.50		
	41	f 7.41	s 6.18	12.8	10.0	SARBEN	12.8	f 3.01	s 5.35		
	40	f 7.58	f 6.27	19.6	6.8	NEVENS	19.6	f 2.45	f 5.25		
	12			24.8	5.2	BROGANVILLE	24.8				
	42	f 8.20	s 6.41	28.4	3.6	KEYSTONE	28.4	f 2.32	s 5.15		
	11			30.7	2.3	KINGSLEY	30.7				
	42	f 8.35	f 6.51	34.9	4.2	MARTIN SA	34.9	f 2.20	f 5.03		
	42	f 8.50	s 7.01	41.2	6.3	LEMOYNE	41.2	f 2.05	s 4.53		
	25	f 9.05	f 7.10	46.8	5.6	BELMAR	46.8	f 1.55	f 4.46		
	44	f 9.14	f 7.18	51.7	4.9	RUTHTON	51.7	f 1.45	f 4.39		
	41	s 9.45	s 7.32	59.8	7.6	LEWELLEN YL W	59.8	s 1.35	s 4.30		
	41	s 10.35	s 7.51	70.8	11.5	OSHKOSH YL OX	70.8	s 1.05	s 4.10		
	40	s 11.20	s 8.12	86.4	15.6	LISCO CO	86.4	f 12.15PM	s 3.45		
	40	s 11.45AM	s 8.34	100.4	14.0	BROADWATER BR	100.4	f 11.45AM	s 3.24		
	19	f 12.03PM	f 8.47	109.6	9.2	TOWERS	109.6	f 11.20	f 3.11		
	105	s 12.35	s 8.57	114.1	4.5	NORTHPORT YL NP	114.1	f 11.12	s 3.05		
	AI	12.40	9.00	115.5	1.4	O. B. & Q. CROSSING	115.5	10.50	2.57		
	11	f 12.55	f 9.09	121.8	6.2	MOHLER	121.8	f 10.40	f 2.46		
	33	f 1.01	s 9.18	126.7	4.9	SOUTH BAYARD OR	126.7	f 10.32	s 2.39		
	51	f 1.10	s 9.27	132.1	5.4	McGREW	132.1	f 10.23	s 2.29		
	80	f 1.20	s 9.37	137.9	5.8	MELBETA MB	137.9	f 10.13	s 2.19		
	70	A 1.35PM	A 9.55AM	145.9	8.0	GERING YL G	145.9	10.00AM	2.00PM		
					(145.9)		Daily	Daily			
		(6.20) 23.1	(3.55) 37.6		.....Thru Time.....		(5.35) 26.1	(4.01) 36.3			
					.....Average speed per hour.....						

WESTWARD				GERING BRANCH				EASTWARD			
				Time-Table No. 30 October 4, 1959							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Gering	STATIONS	Mile Post					
	DWYZPT			0.0	DN-R GERING YL G	0.0					
	17			5.4	5.4	MATHERS YL	5.4				
	27			6.0	0.6	MOON YL	6.0				
				7.0	1.0	ROUBADEAU YL	7.0				
	18			8.4	1.4	HILLIKER YL	8.4				
	18			9.8	1.4	RIFORD YL	9.8				
					(9.8)						

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule 72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.		353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily	Distances from O'Fallon	STATIONS	Mile Post	354 Mixed	60 Local Freight	94 Mixed	
	DZWYPT		10.05AM	6.00AM	145.9	DN-R GERING YL G	145.9		A10.45AM	A 1.50PM	
	14		f 10.11	f 6.10	150.5	4.6	OOSTIN	150.5	f 10.33	f 1.40	
	20	P	f 10.14	f 6.15	152.8	1.8	HAIG HA	152.8	f 10.30	f 1.36	
	24		f 10.20	f 6.25	155.8	3.5	SOUTH MITCHELL MI	155.8	f 10.25	f 1.30	
	32		f 10.23 ⁶⁰	f 6.30	157.1	1.3	FELTON	157.1	f 10.23 ⁹³	f 1.26	
	70	P	f 10.31	f 6.45	162.1	5.0	SOUTH MORRILL MO	162.1	f 10.06	f 1.19	
	18		f 10.34	f 6.50	164.2	2.1	JOYCE	164.2	f 9.52	f 1.14	
	51	WYP	s 10.40	s 9.45 ⁶⁰	167.9	3.7	LYMAN YL MU	167.9	s 9.45 ⁵⁹	s 1.09	
	21		f 10.44	f 9.50	170.1	2.2	OANAL	170.1	f 9.20	f 1.04	
	51	P	f 10.50	f 10.07	173.7	4.8	HUNTLEY HU	173.7	f 9.13	f 12.58	
	35		f 10.55	f 10.17	177.0	3.3	HOLLY	177.0	f 9.06	f 12.53	
	51	YP	12.40PM	11.05 ⁵⁹ 11.10	181.6	4.6	YODER YL DR	181.6	A11.45AM	9.00 8.46	12.45 12.35
	51	P	f 11.20	s 12.23 ⁹⁴	188.1	6.5	VETERAN VN	188.1	s 8.33	f 12.23 ⁵⁹	
	8		f 11.25	f 12.33	191.5	3.4	HELDT	191.5	f 8.26	f 12.17	
	10		f 11.32	f 12.43	196.1	4.6	COITIER	196.1	f 8.19	f 12.10	
	51	WYP	A11.40AM	A12.55PM	200.6	4.5	SO TORRINGTON YL RI	200.6	8.10AM	12.05PM	
	14		f 12.50		185.8	3.7	GOODLAND	185.8	f 11.32		
	26		f 12.55		187.6	2.3	FONDA	187.6	f 11.27		
	51	PW	s 1.05		192.4	4.8	HAWK SPRINGS HK	192.4	s 11.15		
	31		f 1.10		194.7	2.3	DUBOO	194.7	f 11.01		
	19		f 1.20		200.8	6.1	WYOROSS	200.8	f 10.50		
	51	PWY	s 1.30		208.8	3.0	LA GRANGE GA	208.8	s 10.45		
	19		f 1.42		210.7	6.9	TREMAIN	210.7	f 10.20		
	51	P	s 2.15		222.5	11.8	ALBIN AB	222.5	s 9.55		
	51		f 2.30		229.7	7.2	LINDBERGH	229.7	f 9.35		
	WPY	A 3.01PM			244.8	14.6	EGBERT YL GX	244.8	9.10AM		
						(98.4)		Daily	Daily	Daily	
		(2.21) 26.8	(1.35) 34.5	(6.55) 9.1	.....Thru Time.....		(2.35) 24.3	(2.35) 21.1	(1.45) 31.8		
					.....Average speed per hour.....						

WESTWARD				LYMAN BRANCH				EASTWARD			
				Time-Table No. 30 October 4, 1959							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Lyman	STATIONS	Mile Post					
				0.0	DN LYMAN MU YL	0.0					
	18			2.8	2.8	SEARS YL	2.8				
	17			4.6	1.8	HARTMAN YL	4.6				
	22			6.4	1.8	STEGALL YL	6.4				
					(6.4)						

WESTWARD				SEARS BRANCH				EASTWARD			
				Time-Table No. 30 October 4, 1959							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Sears	STATIONS	Mile Post					
				0.0	SEARS YL	0.0					
	5			1.2	1.2	BELLINGER YL	1.2				
	17			2.8	1.8	JANISE YL	2.8				
					(2.8)						

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."** — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr."** — Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Frt."** — Train with freight cars; train with caboose only; locomotive without cars.

When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. 30 On curves. 25 Trains handling dead steam locomotives: With a side rod or main rod removed. 15 With side rods and main rods in place. 25 Trains handling scale test cars. 30 Trains handling U.P. ore cars series 8000, 8499, loaded or empty. 45 Trains handling air-dump cars. 35 When using No. 14 turn-outs. 25 20 20 When using other cross-overs or turn-outs: 800 class engines: Back-up movement. 5 5 All other classes of engines: Forward movement. 15 15 15 Back-up movement. 10 10 10 Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch. 20 20 20 Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing. 20 20 20 On wye tracks. 15 15 15 Jordan spreaders and other machines of spreader type, when in operation. 15 Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023. 25			
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30				
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by continuous block signal system.	60	50	25				
When yard limits not protected by continuous block signal system.	50	40	25				
Passing fueling stations located within yard limits.	50	40	25				
Passing fueling stations located outside yard limits.	50	40	40				
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40 40				
Gas turbine locomotives in road service.		60	55				
1500 class diesel road freight locomotives.		50	50				
Other than 1500 class diesel freight locomotives.		60	55				
3800 and 3900 class engines.		60	50				
4000 class engines.		45	45				
Steam engines running backward.		20	20				
Light engines.			45				
When more than 50% of the tonnage is gravel.			40				

OLD MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Between Gilmore and Lane.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing. 5 Grand Island, on east and west legs of wye. 10 Grand Island, on scale track and east yard run-around track. 5 Buda, all airfield trackage. 10 Lexington, between second street crossing east and first street crossing west of passenger depot. 60 40 25 Lexington, from Main street to 1500 feet east on scale track. 10 Lexington, on third and fourth tracks north, east of depot. 5 Cozad, on Amour & Co. spur tracks. 5 Gothenburg wye. 5			
Waterloo, seed house spur.			5				
Fremont, within city limits.		20	15				
Ames, freight train moving over C. & N. W. crossing.			50				
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25				
Central City, within city limits.	60	60	55				
Central City, on east leg of wye.			10				
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20				
Grand Island, freight trains entering and moving through yard tracks.			5				

ON WESTWARD TRACK

Between Mile Posts —	Str.	Psgr.	Frt.
Summit 5.2 and 5.6	25	25	25
Weco 14.2 and 14.7	80	70	50
15.9 and 16.2	80	70	50
Lane 18.1 and 18.4	70	60	50
19.4 and 19.8	70	60	50
Elkhorn 21.9 and 22.1	70	60	50
22.2 and 22.6	60	50	40
22.8 and 23.2	70	60	50
Vroman 258.1 and 258.5	70	60	50
Beck 281.1 and 281.9	80	70	50
North Platte			

ON EASTWARD TRACK

Between Mile Posts —	Str.	Psgr.	Frt.
North Platte 281.9 and 281.1	80	70	50
Brady 259.8 and 258.1	70	60	50
Kearney 189.2 and 189.0	40	40	25
Waterloo 23.2 and 22.8	70	60	50
22.6 and 22.2	60	50	40
22.1 and 21.9	70	60	50
Elkhorn 19.8 and 19.4	70	60	50
18.4 and 18.1	70	60	50
Lane 16.2 and 15.9	80	70	50
14.7 and 14.2	80	70	50
Seymour 5.6 and 5.2 Summit	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, on industry track.			5
				Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts — Korty 323.5 and 324.4	70	60	50	Between Mile Posts — Cheyenne 509.1 and 508.7	40	40	25
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

THIRD SUBDIVISION

Maximum speed.	79	70	50	LaSalle Between M.P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling , 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed:		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30
Yutan 6.4 and 7.7	35	35	Between M.P. 11 and Spalding.		25
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Trains handling outfit cars.		20
Wahoo , city track.		6	Ord — Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
19.1 and 19.5	35	35	Carey, all airfield trackage.		10
Weston 30.2 and 30.5	35	35	Between St. Libory and Ord.		30
31.6 and 31.9	35	35	Between St. Paul and Loup City.		30
Touhy 36.0 and 37.4	25	25	Trains handling outfit cars.		20
Garratt 56.3 and 57.5	15	15	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Over Bridge 21.35.	30	30
Pickrell 96.5 and 97.3	15	15	Gibbon, west of east wye switch.		15
Beatrice, Allers Grain Company spur.		5	Kearney Branch Diesel locomotives in road service.	30	30
Beatrice, on Kilpatrick track.		5	Trains handling outfit cars.		20
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	North Platte Branch Maximum speed.	50	50
Between Brainard and Hordville.	40	30	Over Bridge 18.30.		35
Between Hordville and Central City.	35	25	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	North Platte Cut-off Maximum speed.	45	45
Between Oconee and M.P. 16.		25	On curves between Yoder and So. Torrington.		35
Between M.P. 16 and Norfolk.		30	On curves between M.P. 25.42 and M.P. 31.25.		30
Trains handling outfit cars.		20	Through tunnel between Albin and Tremain.		20
Columbus, over wye switches.		15	Lyman Branch		20
On curve at M.P. 1.75.		25	Gering Branch		20
			Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	31—XP	Both
Behlen.....	80.25	40—XP	Both	Willow Island.....	243.2	63—XP	Both
Paddock.....	128.5	20	West	Keith.....	272.9	15	West
Buda.....	184.3	ES 73—XP	Both	Beck.....	280.5	10	West
Kearney Air Base.....	185.9	WS 40—XP	Both	Beatrice Branch			
Alfalfa Center.....	194.1	44—XP	Both	Krumel.....	17.4	11	East
Trued.....	209.3	16	East				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits

The following letters placed in columns provided in time-table indicate:

C—coaling station
 D—diesel oil station
 F—turbine fuel station
 I—interlocking
 O—fuel oil station
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
 Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	28.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
Columbus.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Grand Island.....	Dispatcher's Office	La Salle.....	Telegraph Office
Grand Island.....	Telegraph Office	Lincoln.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

UNION PACIFIC EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott....	District Surgeon..	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
W. A. Bunten....	District Surgeon..	Cheyenne, Wyo.	V. D. Norall....	Surgeon.....	Lexington, Nebr.
J. S. Benwell....	District Surgeon..	Denver, Colo.	R. F. Moeller....	Surgeon.....	Lincoln, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	E. R. Pearson....	Surgeon.....	Lupton, Colo.
W. T. Wildhaber..	Surgeon.....	Beatrice, Nebr.	W. L. Wilkinson..	Surgeon.....	La Salle, Colo.
R. W. Taylor.....	Oculist and Aurist.	Beatrice, Nebr.	W. H. Berrick....	Surgeon.....	Madison, Nebr.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	C. R. Watson.....	Surgeon.....	Mitchell, Nebr.
M. L. Chaloupka..	Surgeon.....	Callaway, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
E. T. Zikmund....	Surgeon.....	Central City, Nebr.	O. C. Kreymborg..	Surgeon.....	North Platte, Nebr.
R. R. Douglas....	Surgeon.....	Clarks, Nebr.	Wm. B. Niehus....	Surgeon.....	North Platte, Nebr.
R. C. Anderson....	Surgeon.....	Columbus, Nebr.	A. J. Callaghan..	Surgeon.....	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	H. H. Walker....	Oculist and Aurist.	North Platte, Nebr.
L. G. Howard.....	Oculist and Aurist.	Council Bluffs, Ia.	G. F. Waltemath..	Surgeon.....	North Platte, Nebr.
A. L. Nielson....	Surgeon.....	Council Bluffs, Ia.	R. T. Takemaga..	Surgeon.....	North Platte, Nebr.
A. M. Pedersen....	Surgeon.....	Council Bluffs, Ia.	H. A. Blackstone..	Surgeon.....	Northport, Nebr.
G. M. McArdle....	Surgeon.....	Council Bluffs, Ia.	Wm. J. Russum....	Surgeon.....	Omaha, Nebr.
P. D. Pedersen....	Surgeon.....	Council Bluffs, Ia.	C. F. Bantin.....	Surgeon.....	Omaha, Nebr.
R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
G. H. Joder.....	Surgeon.....	Cheyenne, Wyo.	J. G. Bartek.....	Surgeon.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
L. E. McGonigle..	Surgeon.....	Cheyenne, Wyo.	F. T. Lovely.....	Shop Surgeon....	Omaha, Nebr.
E. W. Newman....	Oculist.....	Cheyenne, Wyo.	J. K. Muldoon....	Surgeon.....	Omaha, Nebr.
T. L. Johnson....	Oculist.....	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	R. A. Moser.....	Surgeon.....	Omaha, Nebr.
L. J. Stadnick....	Oculist.....	Cheyenne, Wyo.	J. R. McCaslin..	Surgeon.....	Omaha, Nebr.
R. I. Williams....	Aurist.....	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon....	Omaha, Nebr.
C. E. Hranac.....	Surgeon.....	Cozad, Nebr.	J. J. O'Hearn....	Surgeon.....	Omaha, Nebr.
D. L. Larson.....	Surgeon.....	Chappell, Nebr.	R. H. Rasgorshak.	Oculist and Aurist.	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
P. E. Woodward..	Surgeon.....	Ft. Morgan, Colo.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	H. Dey Myers....	Surgeon.....	Schuyler, Nebr.
Bert W. Pyle....	Surgeon.....	Gothenburg, Nebr.	J. E. Nordstrom..	Surgeon.....	Shelton, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
E. G. Johnson....	Surgeon.....	Grand Island, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
K. F. McDermott..	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
C. H. Magglore....	Surgeon.....	Grand Island, Nebr.	J. E. Thayer.....	Surgeon.....	Sidney, Nebr.
J. A. Proffitt....	Oculist and Aurist.	Grand Island, Nebr.	F. E. Palmer.....	Oculist and Aurist.	Sterling, Colo.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	L. W. Anderson....	Surgeon.....	Sterling, Colo.
W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.	R. W. Ludwick....	Surgeon.....	Sterling, Colo.
J. J. Hanigan....	Surgeon.....	Hallam, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	Leo Keenan.....	Surgeon.....	Torrington Wyo.
C. L. Kleager....	Surgeon.....	Hastings, Nebr.	Ivan M. French....	Surgeon.....	Wahoo, Nebr.
H. P. Linton....	Surgeon.....	Julesburg, Colo.			
B. R. Bancroft....	Surgeon.....	Kearney, Nebr.			
S. O. Staley.....	Surgeon.....	Kearney, Nebr.			
F. L. Richards....	Oculist and Aurist.	Kearney, Nebr.			
M. B. Wilcox....	Oculist and Aurist.	Kearney, Nebr.			
A. H. Shamberg...	Surgeon.....	Kimball, Nebr.			